

UNION JACK AT HIDALGO RUBBER CO. WILL HEAR HEISER'S REPORT

The Union Jack of Great Britain will be unfurled to the breeze at the "Crossroads of the Pacific" at the early part of next week with the arrival of two liners in the Canadian-Australian service which are now clearing the port from opposite points in the Pacific.

The steamer Niagara from Sydney by the way of Auckland and Suva is reported by cable to be crowded with cabin, second and third class passengers destined for British Columbia. T. H. Davies & Company, the agents, have been successful in booking only a small percentage of those who have applied for transportation to Vancouver and Victoria. The Niagara is due to arrive at the port on next Tuesday remaining here only for sufficient time to discharge less than 100 tons of general and refrigerated cargo.

A cable has been received announcing the sailing of the steamer Makura from Vancouver for Honolulu and thence to Fiji, New Zealand and Australia. The Makura should reach the port on Wednesday, with a fair-sized list of cabin and second class passengers for the islands. Twenty-five passengers have been booked for Australia from Honolulu.

Hilsonian May Arrive on Saturday.

Although the Matson Navigation steamer Hilsonian, from the Sound and en route to the islands was reported 650 miles off the port at 8 o'clock last night, that vessel may berth at Honolulu on Saturday afternoon, should favorable weather continue during the remainder of the voyage. The Hilsonian has about 3000 tons of cargo for discharge at Honolulu, Kahului, Port Allen, Kapaunui and Hilo. The vessel will take a full load of sugar for coast refinerries supplied through the agency of Castle and Cooke.

Ritnet to Complete Cargo at Mahukona.

The bark R. P. Ritnet, an arrival here on April 3 from San Francisco, is to complete a full cargo of sugar at Mahukona, Hawaii, the details for the dispatch of this vessel with about 1800 tons of the product having been completed today. The Ritnet will receive about 600 tons of sugar at Honolulu to serve as ballast, and will be towed to the Hawaii port either by a Matson Navigation steamer or one of the vessels in the Inter-Island fleet. The Ritnet will take sugar destined for coast refinerries.

Lost Sampen a Small Craft.

The wreck of what is believed to be a Japanese sampen, discovered by Deputy Sheriff Wally Davis on the beach near Mahukona, point does not represent a vessel in the service of the Pacific Fishing Company or the Hawaii Fishing Company, the two largest concerns operating in the islands and making Honolulu and the island of Oahu their headquarters and base of supplies. Inquiry made at the local agencies this morning brought forth the statement that all fishing craft in the fleet of the big companies were accounted for as safe. The report that reached Deputy Sheriff Davis was that a quantity of fishing tackle was gathered near the scene of the wreck. The sampen is thought to have belonged to an independent fisherman.

Wilhelmina for Hilo Tomorrow.

A vast amount of cargo has been discharged at Pier 19 from the Matson Navigation steamer Wilhelmina, the shipment of freight from the mainland including 45,000 bundles of box shooks for a local pineapple cannery. The vessel is to be dispatched for Hilo tomorrow evening, remaining there until Sunday, in the discharge of 400 tons of cargo and taking on several thousand tons of sugar. It is sailing for San Francisco next Wednesday morning, about eighty cabin passengers will take departure.

Maul Makes Quick Trip with Sugar.

Bringing 10,000 sacks of sugar from Kealia, Kauai, the Inter-Island steamer Maul returned to port this morning, her officers reporting fine weather on the homeward passage. The Maul is to sail at 5 o'clock this evening taking no freight. The vessel will be dispatched for another shipment of Kauai sugar.

Defender Completes Short Passage.

Twenty-one days from San Francisco with lumber and a general cargo for the islands, the schooner Defender is reported today to have arrived at Hana, Maui, on last Friday. This vessel has completed a number of trips from the coast to Maui and Hawaii ports.

Phosphates from the South Seas.

Phosphate rock from Makatea island to the amount of 5000 tons will be brought to Honolulu to the order of the Pacific Guano and Fertilizer Company in the big steamer Baron Polworth, which, according to T. H. Davies & Co., is due to arrive in port the latter part of May.

TIDES—SUN AND MOON									
Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide
13	6.45	1.9	5.13	10.55	1.06	5.39	6.30	10.17	Rise
14	7.41	1.8	5.56	11.39	2.25	5.38	6.30	11.21	
15	8.45	1.7	6.41	12.19	3.41	5.38	6.31	—	
16	9.54	1.6	7.05	1.04	4.50	5.37	6.31	0.17	
17	10.58	1.5	7.18	6.13	2.45	5.36	6.31	1.07	
18	11.51	1.5	7.22	6.42	4.38	5.35	6.32	1.48	
19	—	—	7.05	7.06	6.01	5.34	6.32	2.25	

Last quarter of the moon April 16.

WASHINGTON SOCIETY

(Special Star-Bulletin Correspondence)
WASHINGTON, D. C., April 3.—Invitations have been received for the marriage of Miss Katharine Radcliffe Hooper, daughter of Mr. and Mrs. William Ennalls Hooper, and Ensign Gordon Hutchins, U. S. N. Thursday, April 16, at noon at Christ Protestant Episcopal Church, Cambridge, Md. Miss Katharine McComas Wallace of Cambridge will be the maid of honor and the bridesmaids will be Miss Louise Steele Hooper, sister of the bride, and Miss Helen Hancock of Philadelphia. A small wedding breakfast will follow the ceremony for the members of the two families and a few intimate friends only at the residence of the bride's parents, 4 William street, Cambridge.

Miss Nona McAdoo, daughter of the Secretary of the Treasury, will be in the bridal party attending Miss Ellen Gowen Robinson, daughter of Mr. and Mrs. Ralph Robinson, and Mr. Andrew Adgate Duer, Jr., son of the late Andrew Adgate Duer and Mrs. Duer, whose marriage will take place Wednesday evening, April 15, at 6 o'clock at Emmanuel Protestant Episcopal church, Baltimore. The ceremony will be followed by a reception at the residence of the bride's parents, 1010 North Charles street. Miss Mariana Emory Robinson will be her sister's maid of honor and the bridesmaids will be Miss Emmeline Robinson, another sister of the bride, who was presented to society the past season; Miss Eleanor Irwin Carey, Miss Nancy Fisher Brune, Miss Georgiana Williams, Miss Mary Carroll Frick, Miss Katherine W. Bond, Miss Rhoda Fulam of Annapolis, a cousin of the bride, and Miss Nona H. McAdoo. Mr. Duer will have as his best man his brother, Mr. Douglas H. Duer of Washington, Del., and the ushers will be Mr. Frederick C. Colston, Mr. Carlyle Barclay, Mr. Robinson Griswold, Mr. Henry Hillen Jenkins, Mr. Charles M. Buchanan, Mr. Rufus K. Goodnow, Jr., Dr. John A. Campbell Colston, Mr. Walter Baetjer and Mr. Robert McCreath of Harrisburg, Pa.

The marriage of Miss Mary E. Goldsborough of Washington, daughter of Mrs. Mary Coyle Goldsborough and the late Dr. Edmund K. Goldsborough, and Dr. John A. Askins of London, England, whose engagement was recently announced, will take place early next month at Goldsborough in the West Riding of Yorkshire, England. The ceremony, it is said, will be performed at the Church of the Holy Virgin in the town of Goldsborough, which is named after the English ancestors of the bride-elect. Mr. William Force Stead, American vice consul at Liverpool, will give his sister-in-law in marriage. Dr. Askins is the son of the late Canon W. J. Askins of Armagh cathedral. After their marriage the young couple will reside in London.

Monday, April 20, has been selected for the marriage of Miss Anita Hack, daughter of Mr. Frederick Home Hack, and Mr. Charles Bancroft Carroll, son of Mr. and Mrs. Charles Carroll of Carrollton. The ceremony will be performed at the home of the bride's father, 1211 St. Paul street, Baltimore, at 11 o'clock and will be followed by a wedding breakfast, to which a large number of out-of-town guests will be invited, as well as many prominent Baltimoreans. After a wedding journey Mr. Carroll and his bride will occupy Doughoregan manor, the ancestral estate in Howard county of the groom, which is considered one of the most interesting places in America.

The annual hunt ball of the Chevy Chase Club will be held at the clubhouse Friday evening, April 17. Dancing will begin at 10 o'clock, followed by a cotillon. Supper will be served in the dining room at 12 o'clock and a buffet supper later.

The committee consists of Messrs. Jerome N. Bonaparte, Murray A. Cobb, J. Henri de Sibour, Edward H. Fellows, J. William Henry, William F. Hitt, George Howard, Hugh S. Legare, William C. Marrow and Lawrence Townsend.

The President and Mrs. Wilson have accepted a box for the dance to be given by the Army and Navy League Easter Monday night in the sail loft at the navy yard. Among the other box-holders will be Admiral Dewey, Gen. Crozier, Gen. Barnett, Mrs. Julian James, Mrs. Thomas F. Walsh, Mrs. Foster, Gen. Gordon and Col. Robert M. Thompson.

Capt. and Mrs. Isaac E. Emerson are expected to return from Arcadia, their estate in South Carolina, in a week or so and reopen Brooklandwood, their country home in the Green Spring valley, Md., where they will have as their guests Mrs. Emerson's son-in-law and daughter, Mr. and Mrs. Francis Huger McAdoo.

Lady Spring-Rice, Mrs. Mathewson, Mrs. Walter Tuckerman, Mrs. McKim, Mrs. Joseph Stoddard, Mr. and Mrs. Lister and Dr. and Mrs. Tom Williams are among the boxholders for the concert of the Washington Symphony Orchestra to be given April 11. Miss Elizabeth B. Howry will be the soloist.

The engagement of Miss Martha Bacon, daughter of Mr. and Mrs. Robert Bacon, and Mr. George Whitney of Boston has been announced. No date has been set for the wedding. Mr. Whitney is a Harvard man of the class of '07.

The assistant secretary of the navy, Franklin D. Roosevelt and Mrs. Roosevelt will leave today for the Pacific Coast, where Mr. Roosevelt will make an inspection of the navy yards and stations. They expect to return to Washington April 27.

Mrs. Reed Smoot is in Salt Lake City, Utah, on a visit for a few weeks with her daughters, Mrs. A. F. Cardon and Mrs. Grover A. Rebertson, and with her mother, Mrs. C. A. Eldredge.

ARMY AND NAVY

Readiness of officers and enlisted men of the navy to risk their own lives at all times to save their shipmates, is strikingly illustrated in a report to the navy department from the commanding officer of the coiler Jupiter, which was made public today. "March 15 last," the report says, "Ordinary Seaman Curtis, Fritz and Anding went down in No. 17 hold of the Jupiter to coal the galley. About 500 tons of coal were stored in this hold, and subsequent developments showed that poisonous gases had collected. Fritz finding himself getting faint, started to go back up the ladder but fell unconscious. Anding at once placed the hoisting lift around Fritz, and Curtis went up for help. Seaman Stanley then went below to bring up Fritz. As soon as the latter had been removed Anding himself dropped back unconscious.

"Boatswain's Mate Leitner then went down to put the line around Anding, but was himself overcome and fell back into the hatch. Boatswain W. T. Shaw arrived at this time, went below and endeavored to drag the unconscious men to the ladder, but found that he could not move them. Chief Carpenter Kenpton and Ordinary Seaman Ferguson then went into the hold to render assistance, and Ordinary Seaman Curtis went back into the hold a second time.

"When the executive officer arrived he had a line thrown into the hold from the coal boom, and Boatswain Shaw placed this around Anding and he was then hauled out. He then started to bend the line around Leitner, but was overcome before he could finish his task. Kenpton, Curtis and Ferguson finished it and Leitner was hoisted out. The three men then started for the ladder, but Kenpton and Curtis were overcome and fell back. Ordinary Seamen Sales and Simpson then went to the rescue and all were hauled to safety.

The United States navy is prepared for any emergency, in the opinion of Franklin D. Roosevelt, assistant secretary of the navy. As an offensive arm of the navy, the battleship fleet is everything, he holds; without it, defense of the harbors will be the only measures to resist invasion.

"The navy is prepared for any thing," was his assertion. "You may have confidence in that. "We could only hope to defend our harbors in case of emergency without the battleship fleet," he continued. "We would soon lose control of the seas and with that all our foreign possessions would be wrested from us. Also we would be unable to carry out a foreign policy."

Experiments which Secretary Daniels originated to give officers and enlisted men more opportunity to develop their mental resources are working out very well. Mr. Roosevelt said. Sending officers to the War

MANCHURIA Passengers! CITY TRANSFER COMPANY

Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by

HONOLULU STAR-BULLETIN, LTD., Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager

MEMBER ASSOCIATED PRESS.

FLAT RATE, DISPLAY ADVERTISING OVER 2000 INCHES..... 20c PER INCH (Preferred Position 20%)..... 30c PER INCH LEGAL AND TRANSIENT RATE, \$1 First Insertion CLASSIFIED, One Cent per word—30 cents per line per week.

MAIN OFFICES..... 1959 ALAKA STREET Telephone—Editorial Rooms 1186; Business Office 2254 BRANCH OFFICE..... MERCHANT STREET Telephone 2955

SUBSCRIPTION RATES:

DAILY STAR-BULLETIN Per Month, anywhere in United States..... \$.75 Per Quarter, anywhere in United States..... 2.00 Per Year, anywhere in United States..... 8.00 Per Year, postpaid, foreign..... 12.00

SEMI-WEEKLY STAR-BULLETIN Per Six Months..... \$ 1.00 Per Year, anywhere in United States..... 2.00 Per Year, anywhere in Canada..... 3.00 Per Year, postpaid, foreign..... 4.00

Address all Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.

The Biggest Tanker Ever.
Declared to be the biggest oil carrying steamer ever built in the United States, the John D. Archbold has been launched at Newport, News. President Archbold of the Standard Oil Company and many other officials were present. Mrs. M. M. Van Buren of New York, Mr. Archbold's daughter, christened the ship. The Archbold has every modern device and will carry 67,500 barrels of oil.

Met Disaster in Japan.
The steamship Canada Maru, upon arrival at the coast, brought word that the Hamburg-American liner Saxonia, which stranded at the entrance to Tsing-tang harbor, struck during a dense fog. Her forehold filled with water and her cargo had to be lighter before she floated. It is not known when she will clear from Yokohama.

Many a cook who has a good range is unable to sing.

New Route for Empress Liners.

According to officers of the Siberia there is a persistent rumor afloat among the shipping men in various ports to the effect that the Canadian Pacific Royal Mail line operating the speedy Empress steamers between Vancouver and Hongkong will shortly extend their service to Manila. While this was suggested some time ago when the two new 21-knot liners, the Empress of Russia and the Empress of Asia were installed, it is stated that the report at the present time is much more than a suggestion.

The new Empress liners are the fastest on the Pacific and make the run from Vancouver to Yokohama in less than 10 days. They are the most modern vessels out here, being less than a year old. Since they were installed last summer both have enjoyed a heavy traffic with travelers and tourists anxious to make a rapid and comfortable trip across the Pacific.

"The All Day Motor"



The Frisbie Motor

Marine and Stationary 3 to 75 H. P. 15 Models, 1 to 6 cylinders
Self Starter if Desired

POINTS OF SUPERIORITY

- Charge fired below valves, near theoretical center of compression, insuring instantaneous combustion and greatest amount of force applied to piston, resulting in increased H. P. capacity.
- Compression chamber having no lateral recesses to heat and attenuate mixture, hence maximum amount of energy developed.
- Valves in cages, located in cylinder head, allowing rapid and easy inspection and replacements.
- Rapid water circulation, there being no pockets to retard flow.
- But two gears in mesh, dispensing with noise due to backlash, which always accompanies multiplicity of gearing.
- Large bearings which insure long life and freedom from heating. Large base doors and hand holes giving ready access to base.
- Quietness of operation. Adjustable push rods. Accessibility of working parts.
- Last, but not least, simplicity, and our ironclad guarantee.

The Automobile Type Adapted to Motor Boats

Honolulu Iron Works Co.